

Corridor Plans 7



CONCEPT PLAN AND GOALS FOR THE CORRIDOR

The process of establishing a concept plan and goals provides an opportunity for stakeholders to learn about key opportunities and constraints and to discuss the core function(s) of the Corridor. The Corridor serves multiple functions. The suggested goals and actions acknowledge the need to balance competing desires, as different strategies may be appropriate according to context (e.g., rural versus urban/village).

The Corridor Plan (see page 40) provides a vision of desired future conditions within the Corridor – from both a land use and a transportation perspective. The goals and objectives outlined below, along with the implementation strategies in Section 8 support the Plan and lay out desired long-range outcomes to be achieved.

The initial set of goals for the Corridor Plan that were established by the advisory group served as the starting point for this activity, which involved developing consensus across a broader set of stakeholders.

The Corridor concept plan and goals should:

- Establish a unified concept across jurisdictional boundaries, while recognizing different corridor development contexts (e.g., urban versus rural);
- Consider the range of social, economic, and environmental issues;
- Reflect existing roadway designations (e.g., functional class, access management category, truck route, scenic byway);
- Reflect existing policy documents such as local comprehensive plans and statewide and regional transportation plans;
- Incorporate and reflect current public input about how local residents view their communities and the transportation corridor; and
- Recognize the needs of those who may not be well-represented within the Corridor planning process, such as through travelers from outside the study area or visitors.

The concept plan and goals statements are supplemented by graphics and maps showing the roadway context (urban, transitional, rural) and growth policy areas (e.g., village conservation areas, designated growth centers, rural conservation areas), as well as by illustrations of typical development patterns and roadway cross-sections specific to these areas (See page 39).

GOAL 1: Conserve and Protect Natural Resources

Protecting natural systems is critical to human, plant, and animal health and well-being. The concept of natural community planning calls for the protection of natural communities and habitats. Local governments are working to protect habitats from both a regulatory standpoint but just as important from reasonable incentives for private landowners. Both public and private sectors participate in land stewardship that can protect and manage natural resources. The following objectives support this goal.



1. Protect and restore natural areas.
2. Protect and restore water quality.
3. Integrate floodplain management with natural area preservation.
4. Enhance conservation of limited ground and surface water supplies.

GOAL 2: Improve Quality of Life

Quality of life is an essential consideration in a person's decision to live in a community or a business' decision to locate there. In order to attract new residents as well as make the corridor livable for those already residing there, an attractive physical environment and necessary services and facilities need to be provided. The following objectives support this goal.

Parks and Greenways

1. Build a park system that is accessible and meets residents' needs.
2. Develop a comprehensive, interconnected system of parks and greenways within the Corridor.
3. Enhance economic viability of parks and greenways.
4. Support sustainable operation and management of parks and greenways.
5. Develop the park and green space as a foundation in community development.

Corridor Pattern and Design

1. Build high quality structures and public spaces in the time honored tradition of civic commitment to lasting public works.
2. Protect and enhance cultural and scenic resources.
3. Establish regional, village, and neighborhood identities.
4. Support school initiatives to maintain viable and safe school sites.

Health, Safety, and Welfare

1. Provide for safe and effective access for life safety services.
2. Develop a flood management strategy that provides better protection and preserves assets.
3. Enhance air quality.
4. Minimize and manage ambient noise and light.
5. Enhance availability of potable water and wastewater treatment.
6. Advance energy conservation.
7. Instill community resiliency.
8. Provide fair and equitable regulatory environment.

GOAL 3: Provide Improved Mobility and Transportation Choices.

Transportation has and will have a profound impact on the Corridor. Various travel modes not only respond to growth, they can also be a primary determinant to the patterns of growth and land use. Transportation investments can determine where and how we live.

Roads have a significant impact on the quality of the Corridor. Roads can make up the majority of our public spaces. In some communities, roads and related infrastructure occupy more land than parks

and greenspace. Therefore, we must plan and design our transportation system with consideration for those who live with it as well as those who use it. The following objectives support this goal.

Mobility

1. Provide for efficient and safe highways and roadways.
2. Improve connectivity and access of people and goods.
3. Reduce congestion.
4. Provide cost-effective opportunities in the development of transportation facilities.

Bicycles and Pedestrians

1. Provide a connected network of non-motorized transportation facilities connected to local and regional destinations.
2. Provide a multi-use trail network that improves mobility as well as supports recreational opportunities.
3. Provide for safe and efficient connections throughout the Corridor.
4. Transportation facilities should be designed to encourage bicycle and pedestrian usage.

Transit

1. Provide for public transit services that improve affordable and accessible transportation alternatives.
2. Encourage transit oriented development within Corridor activity centers.
3. Identify and implement strategies to take advantage of opportunities for new transit opportunities and connections within the corridor.





What does the Corridor look like in the future?

The Corridor Concept Plan is envisioned to maintain a rural, agricultural character while still allowing for the planned growth expected to occur over the next 25 years. In achieving this goal, high density growth would occur closer to the city limits in the western half of the Corridor and along major transportation corridors, but would scale down in density near the river and the county line to a more rural/ agrarian lifestyle in the eastern half.

Large areas of the Corridor would be used as working lands, providing food for the table, hay for livestock, growing grounds for nurseries and natural resources that the region needs to sustain itself. People living in this area would continue to enjoy a suburban-rural way of life. Rural roadway setbacks along FM 969 would help preserve the visual character of the Corridor as one drives into the city.

Residential communities emerge as you move closer to the city and away from the river. Housing types for all stages of life would be found in close proximity to neighborhood parks with multi-modal trails leading to the Colorado River and shopping. Schools and civic support services would be embedded within the heart of the community and supported by the residents living in the community. Tree lined streets would be designed for people and cars with generous sidewalks and on-street parking.

Along major transportation corridors people from throughout the region would have the opportunity to work, shop and live. The visual clutter of parking lots, utilities and stand alone buildings would be instead replaced with an interconnected system of streets, sidewalks and parks that define a more urban setting as you move closer to downtown Austin.

How to Use the Concept Plan

While not intended as a regulatory code, the concept plan is a guide for the form and intensity of future development in the Corridor and is organized around “intensity zones.” These intensity zone classifications are further explained in the following section. There are three major intensity zones in the Corridor: **Rural, Neighborhood and Urban**. For every intensity zone there is also an applicable conceptual development transect and associated street sections. The transects and street sections may work together in many different combinations and scenarios depending upon where the growth is located in the Corridor. For instance, an urban transect may adjoin a rural transect with a rural roadway type intersecting them. The transects and street sections illustrate the conceptual form development may take. Appendix D, at the end of this

booklet, includes an illustration of a complete transect depicting all three intensity zone scenarios.

Future roadway alignments/upgrades and greenways are also illustrated in the concept plan. Roadway alignments are classified by type and further classified by the intensity zone they fall within. Multi-modal trail expansions are also illustrated and proposed connections to existing parks and open spaces are suggested. In many cases streets and trails work in concert to move pedestrians and cyclists throughout the Corridor. Full size copies of the conceptual transect models and street sections can also be found in Appendix D.

Description of Intensity Zone classifications and Definitions

Rural Intensity

Working lands of farms, ranches, orchards and resource extraction that support land-based livelihoods and rural ways of life. Environmentally significant land, waterways and natural habitat are also found in these areas and should be protected when encountered. Rural residential densities are typically one dwelling unit per 2 acres or more.

Neighborhood Intensity

Neighborhoods are the basic building block of development within the Corridor. They are scaled upon a 1/4 mile walking radius and contain a mix of uses that include residential, neighborhood retail/ office, civic, and recreation. Typical residential uses include single-family homes, duplexes and townhomes at densities of 4 to 10 dwelling units per acre.

Urban Intensity

Areas along high traffic roadways with mass transit opportunities that have development potential to accommodate large business and retail uses. These areas should include a variety of residential uses/ recreation opportunities and are encouraged to provide a place for office and retail that would not be compatible in a neighborhood setting. Typical residential densities are from 12-40 units per acre.

Airport Overlay Zone

Land that lays within the City of Austin Airport Controlled Compatible Land Use Area (Chapter 25-13-41, City of Austin Land Development Code). Residential uses are prohibited in zones A0-1, A0-2 and restricted in zone A0-3 (Ch. 25-13-44).

Civic/Institutional

Land owned or controlled by the county, city or other governmental entity



including waste water treatment plants and power generation plants operated by these entities. Does not include recreation and open space.

Colorado River

Greenway

Corridors of land that connect people and places together and that generally follow linear natural features, such as rivers and streams, or manmade systems, such as abandoned railroad beds and utility corridors. Greenways protect natural habitats, improve water quality and mitigate the effects of flooding in floodplain areas. Most greenways contain trails, which enhance existing recreational opportunities, provide routes for alternative transportation, and improve the overall quality of life in an area.¹¹

Mining

Mining or resource extraction is primarily limited to sand and gravel pits that have been mined or are in the process of being mined are controlled by mining interests.

Multi-Modal Trail

Improved or unimproved trails that are designed for cyclist, pedestrian and equestrian use and are typically found within greenways or along transportation corridors. Trails may be designed for one specific multi-modal use or multiple concurrent uses.

Post Mining Open Space

Land that has been mined that is now open space. Uses can include wetlands, terrestrial & aquatic habitat, agricultural uses, orchards and other open space uses.

Recreation and Natural Areas

Public or privately accessible land dedicated to natural habitat, recreational parks, greenways, agriculture, lakes, etc.

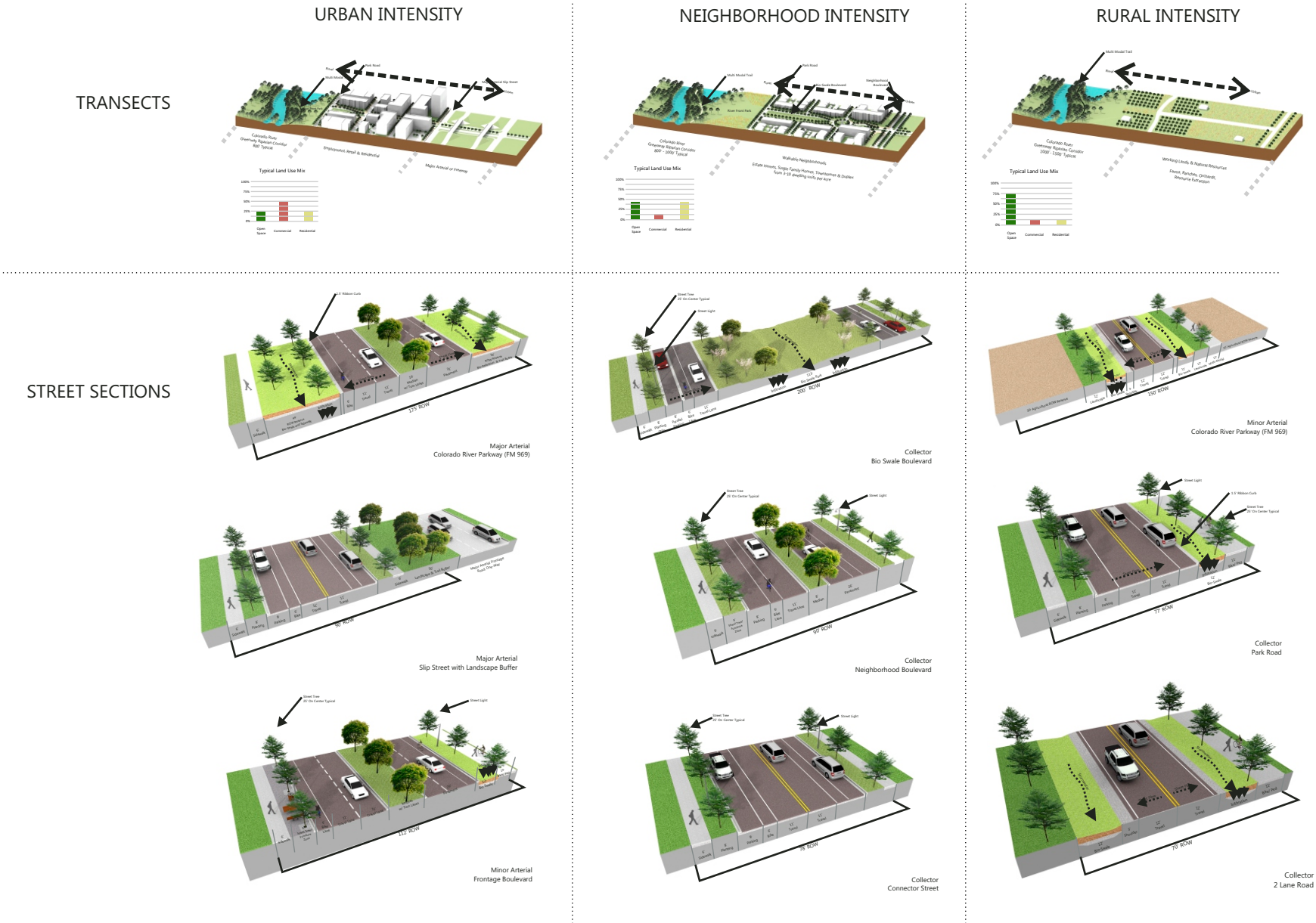
Streets and ROW

Existing and future roadways, railways, utility corridors, and other rights of way.

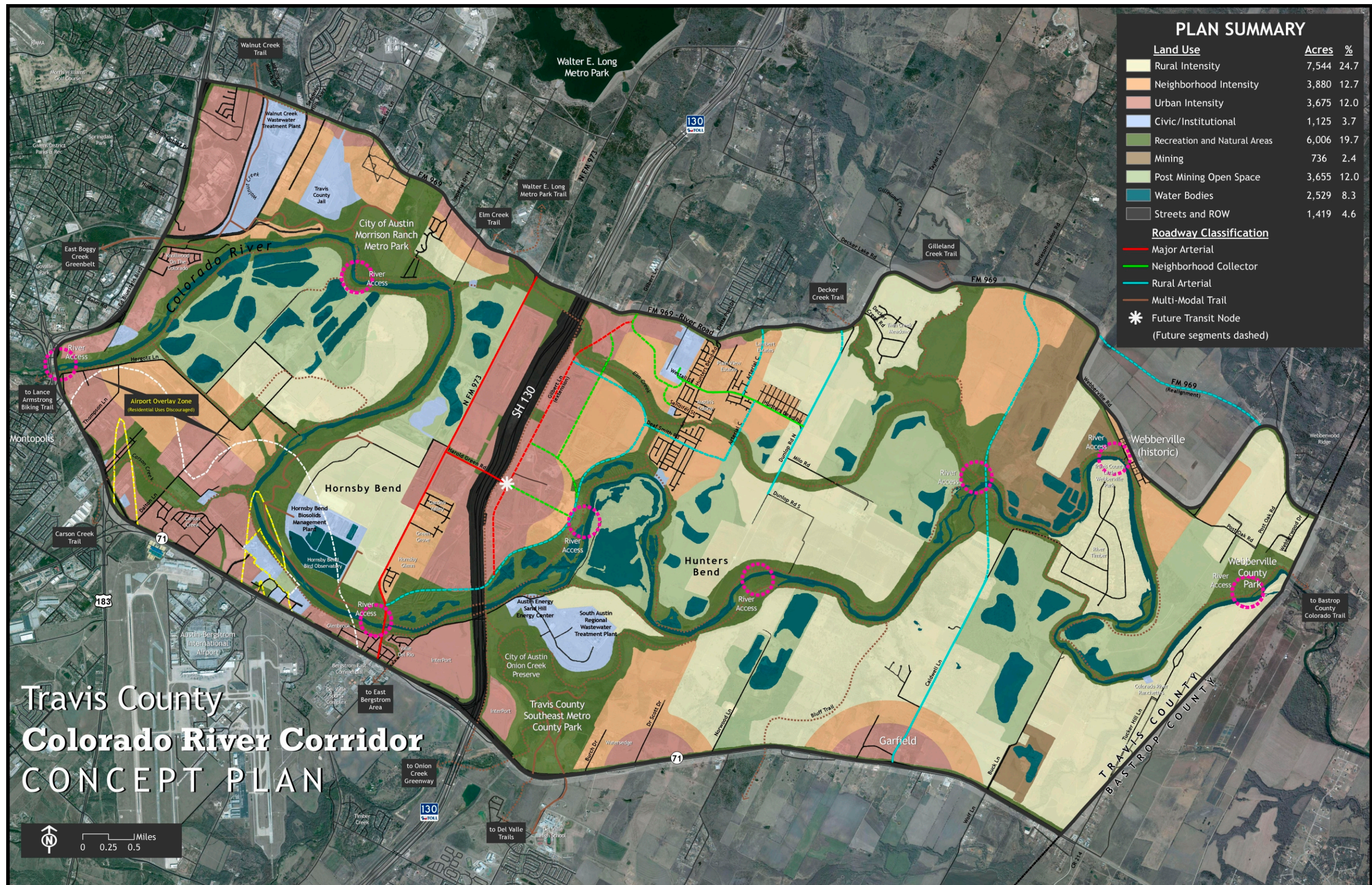
Water Bodies

Areas of legacy mining that are now lakes, wetlands, etc.

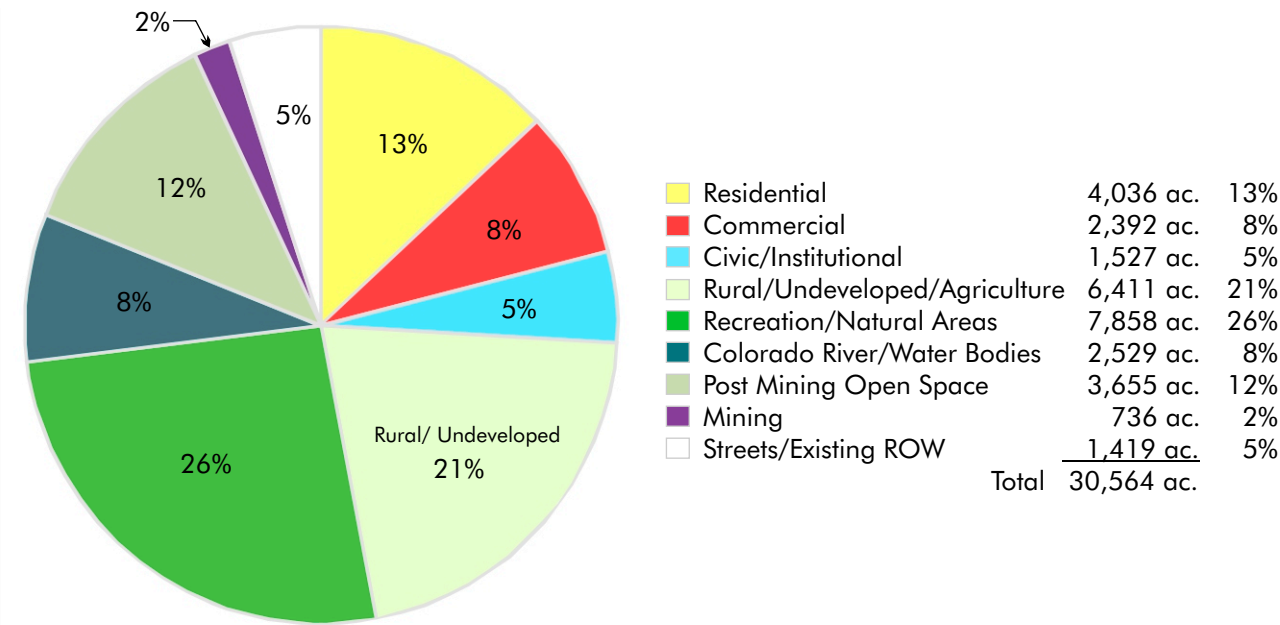
INTENSITY ZONES AND STREET SECTIONS SUMMARY
(See Appendix D for enlargements)



¹¹ Flink, Chuck, <http://www.greenways.com/greenwaydefinition.html>

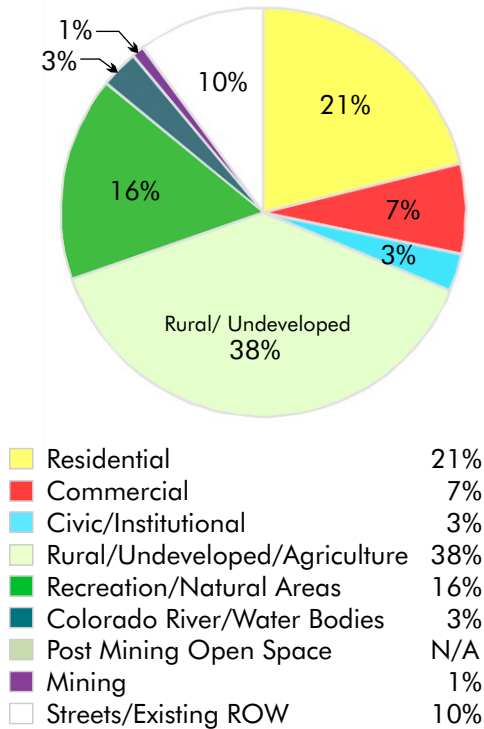


Corridor Concept Land Use Projection

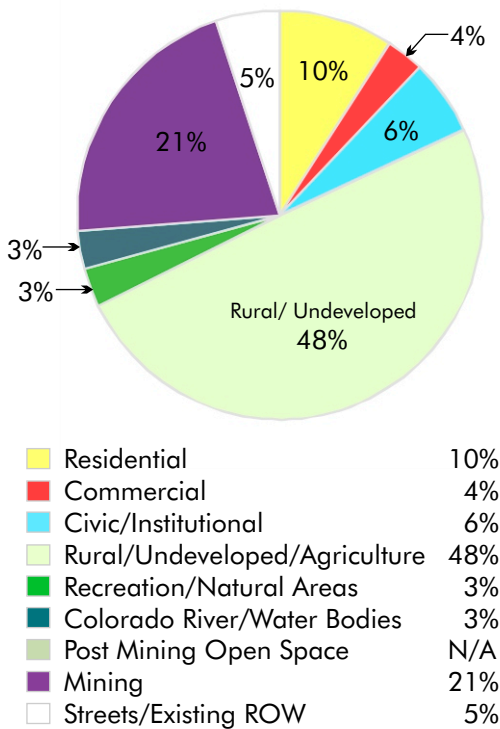


Charts below are for comparison purposes only:

Austin City-Wide 2008 Land Use*



2010 Corridor Land Use



* Source: Imagine Austin

Corridor Intensity Zone Projected Build-Out

URBAN INTENSITY ZONE		Percentage of Development	Acres	Units	New Residents	Potential Workers	Bldg Square Feet	New Jobs
Open Space	Agriculture/ Farming	5%	183.75 ac.				7968.20	
	Recreation/ Natural Areas	20%	735.00 ac.					
	Open Space Subtotal	25%	183.75 ac.					
Residential	Condo/ Townhomes 12 du/acre	15%	551.25 ac.	6,615	14,553	8,732		
	Urban Apartments 40 du/acre	10%	367.50 ac.	14,700	25,725	15,435		
	Residential Subtotal	25%	918.75 ac.	21,315	40,278	24,167		
Commercial	Retail	10%	367.50 ac.				16,008,300	32,017
	Office/ R&D	20%	735.00 ac.				38,419,920	48,025
	Light Industrial	15%	551.25 ac.				10,085,229	12,607
	Civic/ Institutional	5%	183.75 ac.				4,802,490	6,003
	Employment Subtotal	50%	1837.50 ac.				69,323,907	98,651
GRAND TOTAL		100%	3675.00 ac.	21,315	40,278	24,167	69,323,907	98,651

NEIGHBORHOOD INTENSITY ZONE		Percentage of Development	Acres	Units	New Residents	Potential Workers	Bldg Square Feet	New Jobs
Open Space	Agriculture/ Farming	20%	751.20 ac.					
	Recreation/ Natural Areas	20%	751.20 ac.					
	Open Space Subtotal	40%	30.05 ac.					
Residential	Single Family 4 du/acre	16%	600.96 ac.	2,404	5,769	3,462		
	Single Family Small Lot 8 du/acre	18%	676.08 ac.	5,409	12,981	7,788		
	Condo/ Townhomes 12 du/acre	14%	525.84 ac.	6,310	13,882	8,329		
	Residential Subtotal	48%	1802.88 ac.	14,123	32,632	19,579		
Commercial	Retail	3%	112.68 ac.				2,454,170	4,908
	Office/ R&D	2%	75.12 ac.				1,570,669	1,963
	Light Industrial	3%	112.68 ac.				1,178,002	1,473
	Civic/ Institutional	4%	150.24 ac.				1,963,336	2,454
	Employment Subtotal	12%	450.72 ac.				7,166,178	10,798
GRAND TOTAL		100%	3756.00 ac.	14,123	32,632	19,579	7,166,178	10,798

RURAL INTENSITY ZONE		Percentage of Development	Acres	Units	New Residents	Potential Workers	Bldg Square Feet	New Jobs
Rural/ Agriculture	1 unit per 50 acre	75%	5742.00 ac.	115			12,506,076	287
Residential	1 unit per 1 acre	6%	459.36 ac.	459	1,102	661		
	1 unit per 10 acre	6%	459.36 ac.	46	110	66		
	1 unit per 20 acre	6%	459.36 ac.	23	55	33		
	Residential Subtotal	18%	1378.08 ac.	643	1,213	728		
Commercial	Retail	2%	153.12 ac.				1,667,477	3,335
	Office/ R&D	2%	153.12 ac.				2,000,972	2,501
	Light Industrial	2%	153.12 ac.				800,389	1,000
	Civic/ Institutional	1%	76.56 ac.				500,243	625
	Employment Subtotal	7%	535.92 ac.				17,475,157	7,749
GRAND TOTAL		100%	7656.00 ac.	643	1,213	728	17,475,157	7,749

ALL INTENSITY ZONES		Percentage of Development	Acres	Units	New Residents	Potential Workers	Bldg Square Feet	New Jobs
TOTAL ALL INTENSITY ZONES		100%	15,087.00 ac.	36,081	74,123	44,474	93,965,242	117,199

SAND AND GRAVEL MINING IN THE CORRIDOR

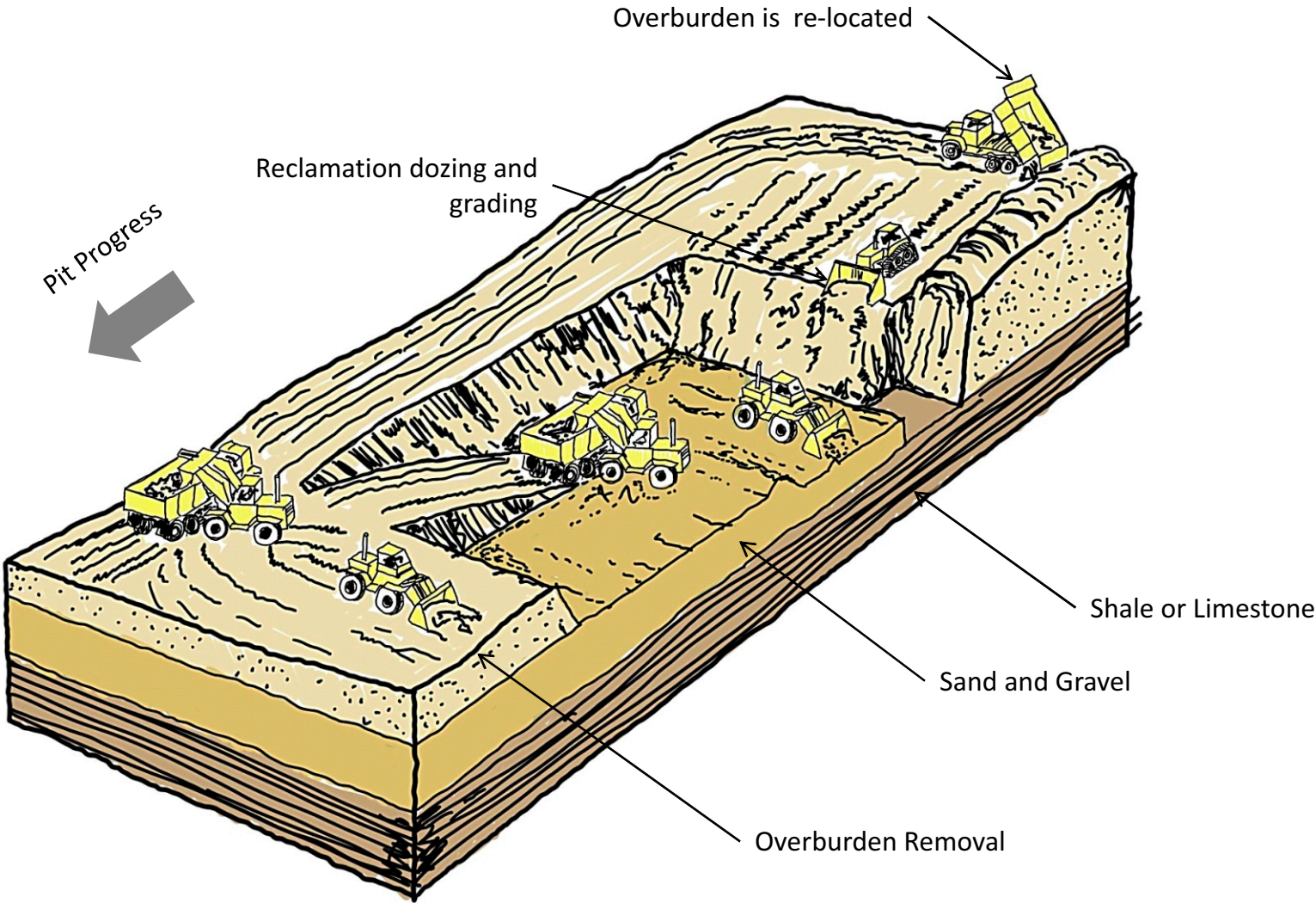
As the City of Austin continues to grow, so will its need for reliable sources of construction materials that are critical to sustain that growth. Sand and gravel mining operations in particular will continue to provide materials to build roads, hospitals, schools, homes, etc. Having this resource in close proximity to our region ensures that it is both available and affordable, while also enabling us to meet many of the sustainability goals for locally sourced materials. Sand and gravel mining is not new to the area, and has been an important part of the area and the city since early settlement. There are many examples of former quarries and mines in Austin that are now parks and residential areas. Zilker Park, Tarrytown Park, and Hornsby Bend are just a few of the many examples of former mining sites that are now well-known features of the Austin community.

Simply put, mining is only a temporary use of the land. Because of this, it is in the best interest of mining companies to conduct their operations in a manner that conserves the resource being recovered as well as maximizes the post-mine value of the land. Many of the same land uses that occurred on the land prior to mining can and do occur on the land after mining. The anticipated future use of any site, and especially mining sites should be made with an eye toward future opportunities in the region and optimizing specific site opportunities. Reclamation planning is most effective when the regional objectives are clear and beneficial reuses are identified before any mining takes place. A beneficial use reclamation plan provides a vision of the property that mining companies, neighbors and regulators can all work together to achieve. Beneficial reuse for sand and gravel mining may include agriculture, grazing, commercial, residential, recreation, lakes, ponds, wetlands, wildlife habitat or other natural or forested areas.

Many examples of integrating reclamation planning with mining operations and ultimately the end-use in mind are put into practice today. Concurrent reclamation can incorporate enhancements and improvements to the site grading for post-mining use, which otherwise might not have been feasible. As illustrated in the map below, concurrent reclamation re-grades the mining areas to the nearest approximate original contour or elevation consistent with a planned post-mining beneficial reuse and eliminates high walls, and spoil piles so that the land “blends” in with the surrounding area. Contrasting to this more sustainable technique, drag line mining, which creates spoil piles and unnatural land contours, is an older technique for mining which makes reclamation more difficult and can require greater efforts to achieve the same results as the more contemporary practices used in the corridor today. Many of the spoil piles in the corridor have been the result of the legacy of this mining practice. Steps have been taken that address unstable sites with local regulations that require letters of credit or performance bonds as financial assurance that agreed upon slopes, re-vegetation and site stabilization goals have been met before a mining company closes a mining operation.

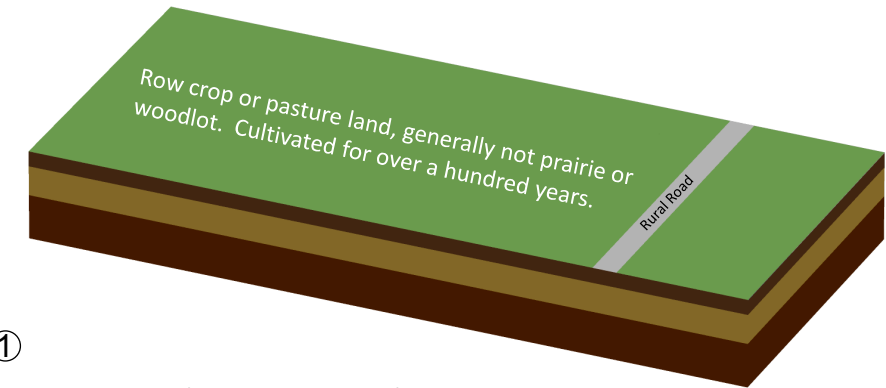
Today's mining techniques integrate a number of factors that meet a wide range of goals. While it is critical to provide this fast-growing region with a reliable source of quality materials that are close to the marketplace, techniques such as concurrent reclamation and end of mine use planning allow the other aspects of these natural resources to be managed in a way that continues to benefit the environment, and ultimately leads to a thriving Colorado River corridor that will benefit many generations of Austin's citizens in the years to come.

CONCURRENT RECLAMATION, NEW TECHNOLOGY



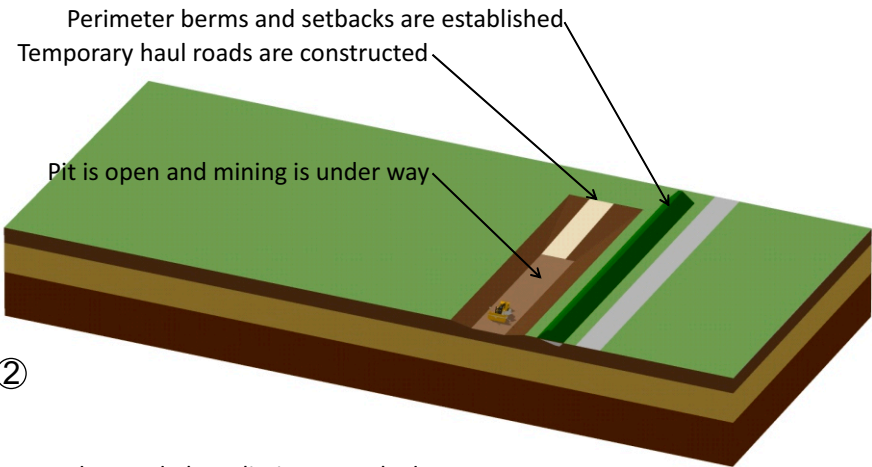
CONCURRENT RECLAMATION PROCESS

Market demand drives the velocity of sand and gravel mining thereby impacting the speed at which concurrent mining and reclamation occurs for any given site. It is not uncommon for mining to last for 20-30 years, depending on tract size. By utilizing concurrent reclamation, the delivery of a reclaimed site can be sped up. Concurrent reclamation also helps to mitigate many of the perceived negative visual effects associated with an open pit.



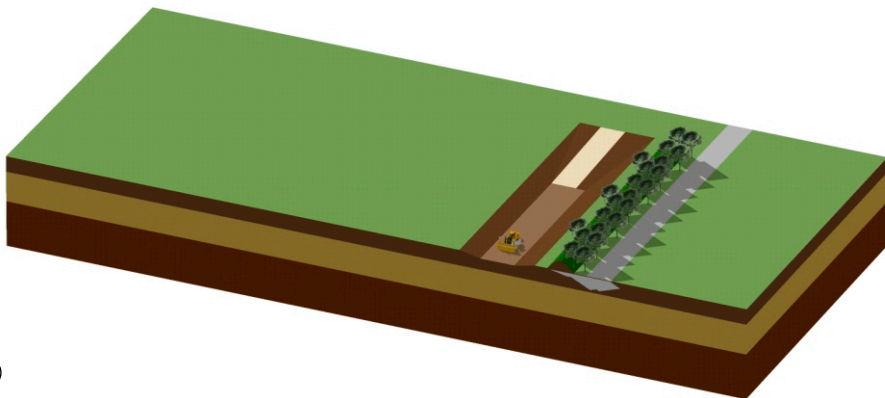
①

- Prior to site work extensive site evaluation
- Site reuse planning, environmental protection and buffering design are completed and approved by local, state and federal authorities



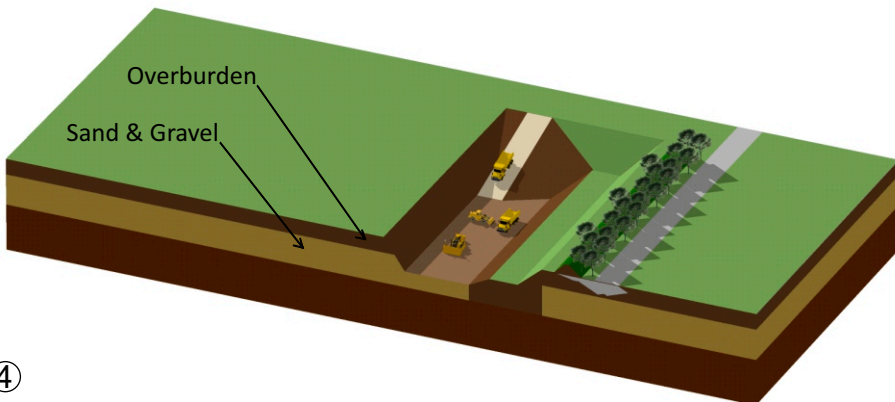
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- Boundary and phase limits are staked
- Overburden is relocated and used temporarily for site work and berms



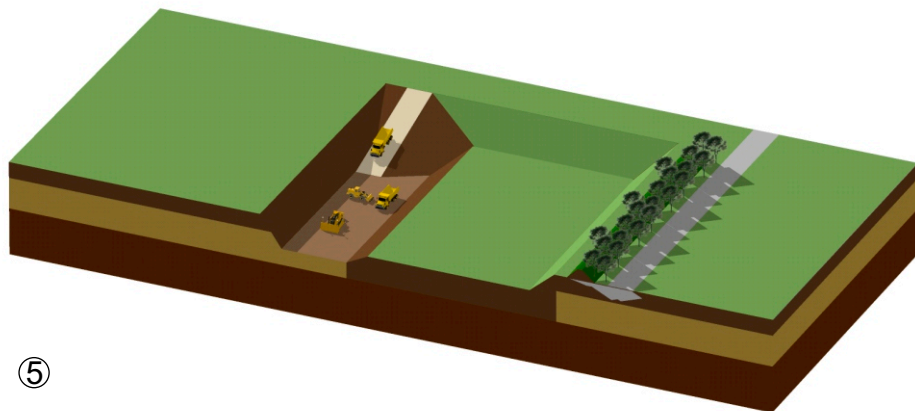
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- Berms are designed for a variety of uses depending upon the adjacent property
- Pit isolation and screening are most common uses of temporary berms
- Trees may or may not be planted. If trees are planted, type and sizes are typically selected for their ability to adapt to the site conditions



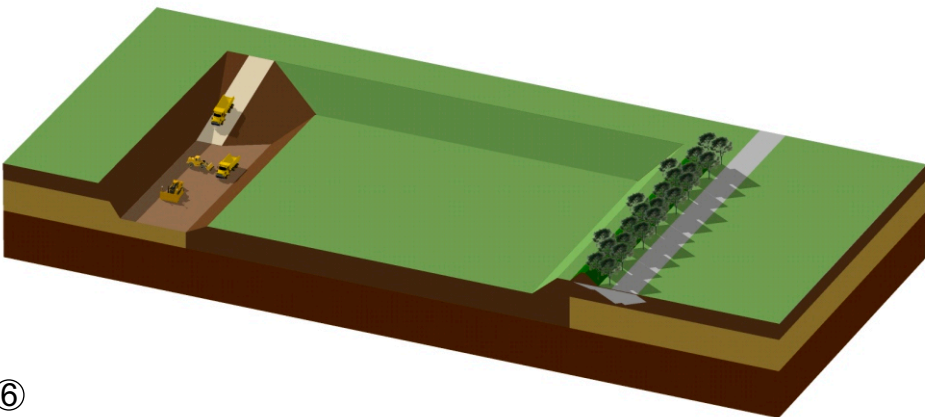
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- Aggregate material is mined for uses off site
- The beginning of the pit will be filled with overburden from adjacent areas
- Much effort is made to conserve energy and make clean product



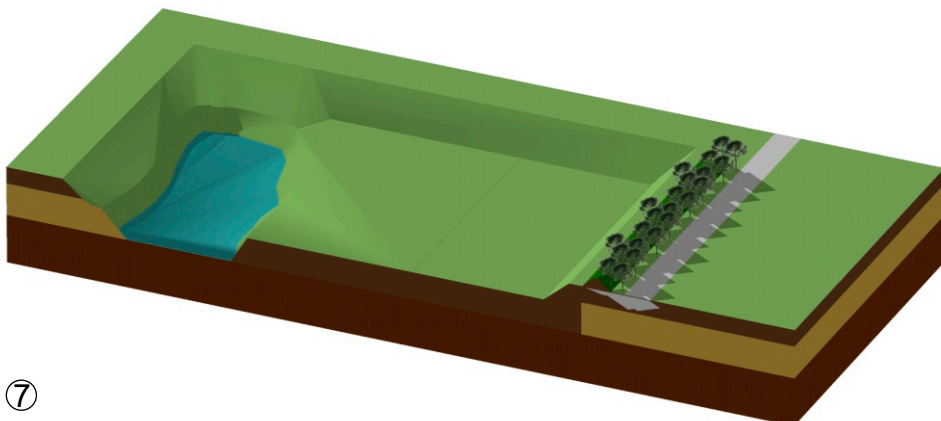
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- Overburden is hauled to fill in mined areas of the pit
- Rough contours for after-mine beneficial uses will be placed as needed



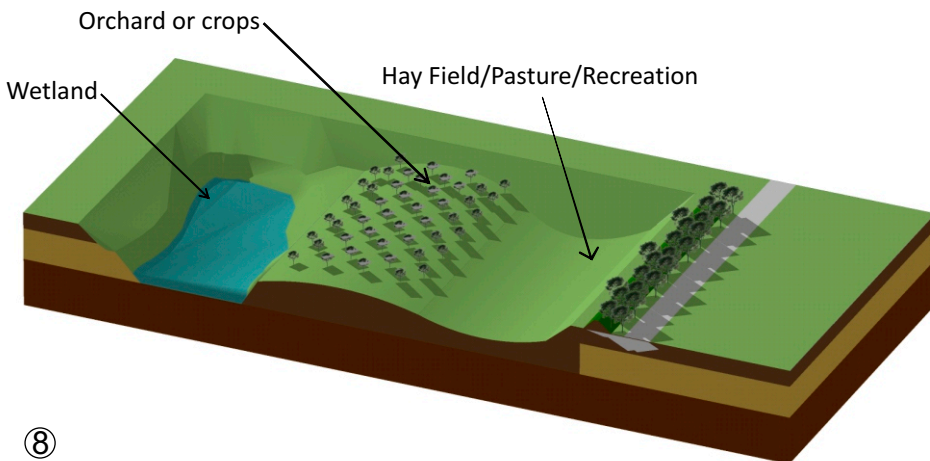
⑥

- Site slopes are graded to support after mine uses



⑦

- When grading is complete cover crops can be planted concurrently after pit progressed



⑧

- Reclaimed Pit

